

10-22-57
12-19
10-19
Aer-MA-610/1413

FIFTH ENDORSEMENT on VA-212 AAR ser 1-57 concerning FJ-4B BUNO 141483
accident occurring 22 October 1957, pilot (b) (6) 12 AUG 1958

From: Chief, Bureau of Aeronautics
To: Chief of Naval Operations
Via: Commander, U.S. Naval Aviation Safety Center

Subj: Aircraft Accident Report; forwarding of

1. Forwarded.

(b) (5)

(b) (6)

Copy to:
COMNAVAIRPAC
CINCPACFLT
COMFAIRLANEDA
COMCARAIRGRU-21
CO VA-212

FF4-1/A25

Serial:

80/

522

16 JAN 1958

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PART VII OPNAVINST 3750.6B

FOURTH ENDORSEMENT on VA-212 AAR ser 1-57 concerning FJ-4B BUNO 141483
accident occurring 22 October 1957, pilot (b) (6)

From: Commander Naval Air Force, Pacific Fleet
To: Chief of Naval Operations (OP-57)
Via: (1) Chief, Bureau of Aeronautics (MA-61)
(2) Director, U. S. Naval Aviation Safety Center

Subj: VA-212 AAR ser 1-57

Ref: (a) BUAER msg 072147Z of NOV 1957

1. Forwarded, concurring in the conclusion contained in the third endorsement, the recommendations of the Aircraft Accident Board and the remarks contained in the second endorsement. Previous endorsers are directed to change their records accordingly.

(b) (5)

(b) (6)

By direction

Copy to:
NAVAVSAPCEN (2)(Airmail)
CINCPACFLT
COMFAIRALAMEDA
COMCARAIRGRU 21
CO, VA-212
BAR, Columbus

02

VF 34/Ans
(M)

FF7-2/A25
Ser: 322/ 5995

6 DEC 1957

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PART VII OPNAV INSTRUCTION 3750.6B

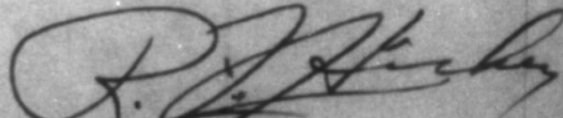
THIRD ENDORSEMENT on VA-212 AAR ser 1-57 concerning FJ-4B, BuNo
141483 accident occurring 22 October 1957, pilot (b) (6)

From: Commander Fleet Air Alameda
To: Chief of Naval Operations(OP-57)
Via: (1) Commander Naval Air Force, Pacific Fleet
(2) Chief, Bureau of Aeronautics (AER-512)
(3) Director, U. S. Naval Aviation Safety Center

Subj: VA-212 AAR ser 1-57; forwarding of

1. Forwarded, concurring in the conclusions and recommendations of
the Aircraft Accident Board, and in the remarks of the second endorse-
ment, subject to the following comments:

(b) (5)



R. F. HICKEY

Copy to:
BUAER (AER-512)
NAVAVSAPCEN (2)
CINCPACFLT
CAG-21
CO, VA-212

825
FF12/CVG-21
A25
Ser 226
NOV 12 1957

SPECIAL HANDLING REQUIRED IN ACCORDANCE
WITH PART VIII OPNAV INSTRUCTION 3750.6B

SECOND ENDORSEMENT on VA-212 AAR serial 1-57 concerning FJ-4B,
BuNo 14483 occurring 22 October 1957, Pilot (b) (6)

From: Commander Carrier Air Group TWENTY ONE
To: Chief of Naval Operations (OP-57)
Via: (1) Commander Fleet Air Alameda
(2) Commander Naval Air Force, Pacific Fleet
(3) Chief, Bureau of Aeronautics (AER-512)
(4) Director, U. S. Naval Aviation Safety Center

Subj: VA-212 AAR ser 1-57; forwarding of

1. Forwarded.

(b) (5)



P. E. PUGH
P. E. PUGH

Copy to:
NAVAVSAPCH
BUAER (AER-512)
COMNAVTRPAC

CINCPACFLT
BAR COLUMBUS
VA-212

04

PART I - GENERAL

1. AIRCRAFT ACCIDENT BOARD CONVENED BY: Attack Squadron 212		2. DATE OF ACCIDENT TIME 22 Oct. 1957 1651U		3. AAR SERIAL NO. 1-57	
4. TO: CHIEF OF NAVAL OPERATIONS (Op-57)		5. ENCLOSURES: (1) Statement of LTJG (b) (6) (2) Statement of LTJG (b) (6) (3) Statement of LTJG (4) Statement of LTJG (5) Engineering Officers Statement (6) Statement of Tower Operator (7) (b) Photo of Wreckage Area (8) (b) Photo of Port Tire			
6. VIA: (1) Commander, Carrier Air Group 21 (2) Commander, Fleet Air Alameda (3) Commander Naval Air Force, Pacific Fleet (4) Chief, Bureau of Aeronautics (AER-512) (5) (6) (LAST) DIRECTOR, U.S. NAV. AV. SAFETY CENTER		7. REPORTING CUSTODIAN (if different than item number 1)			
8. KIND OF FLT. 1A7		10. TIME OF DAY <input type="checkbox"/> DAWN <input checked="" type="checkbox"/> DAY <input type="checkbox"/> DUSK <input type="checkbox"/> NIGHT		11. LOCATION OF ACCIDENT FROM Brig 227, 7th NAAS Fallon	
9. PLACE OF LAST TAKE-OFF NAAS Fallon, Nevada		12. ELEV. ABOVE SEA LEVEL 3900'			
13. TYPE CLEARANCE: <input type="checkbox"/> IFR <input checked="" type="checkbox"/> VFR <input checked="" type="checkbox"/> LOCAL <input type="checkbox"/> OPERATIONAL <input type="checkbox"/> AIRWAYS <input type="checkbox"/> DIRECT <input type="checkbox"/> OTHER, Specify		14. CLEARED FROM NAAS Fallon, to NAAS Fallon			
15. TIME IN FLT. 0 - 50		17. TYPE ACCIDENT G - 1 (Ejected)		18. PHASE OF FLIGHT 5 (in-flight)	
19. MODEL FJ-4B		20. SERIAL NO. 141483		21. DAMAGE TO AIRCRAFT <input checked="" type="checkbox"/> A. <input type="checkbox"/> B. <input type="checkbox"/> C. <input type="checkbox"/> D.	
22. LIST MODEL, SER. NOS. REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (complete separate OPNAV Form 3750-1 for each A/C)		23. POL. COST \$437,000		24. AIRSPEED (kts) 225	
25. A/C WT. 17,150 lbs		26. NAME (last, first and middle initial) None			
1. PERSONNEL PILOT/PERSON AT CONTROLS AT TIME OF ACCIDENT (b) (6)		2. NAME (last, first and middle initial) LTJG		3. DATE OF BIRTH (b) (6)	
CO-PILOT None		4. PER-SONNEL PILOT <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		5. TYPE INSTRUMENT CARD <input checked="" type="checkbox"/> STANDARD <input type="checkbox"/> SPECIAL	
9. OPERATIONAL FLT. TRAINER AVAILABLE? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		10. UNIT TO WHICH ATTACHED VA 212		6. DATE OF BIRTH 10/26/55	
CO-PILOT <input type="checkbox"/> YES <input type="checkbox"/> NO		7. PER-SONNEL CO-PILOT <input type="checkbox"/> YES <input type="checkbox"/> NO		8. DATE OF BIRTH (b) (6)	
ITEM		PILOT		ITEM	
ALL MODELS		1090.4		CV LANDINGS DAY/NIGHT	
ALL MODELS IN LAST 12 MOS.		309.1		FCLP LANDING DAY/NIGHT	
ALL MODELS IN LAST 3 MOS.		80.1		INSTRUMENT HOURS, LAST 3 MONTHS	
ALL SERIES THIS MODEL		57.5		NIGHT HOURS, I.A.T 3 MOS.	
ALL SERIES THIS MODEL, LAST 12 MONTHS		57.5		(jet accidents on y) TOTAL JET PILOT HOURS	
ALL SERIES THIS MODEL, LAST 3 MONTHS		57.5		DATE LAST FLIGHT, ALL SERIES THIS MODEL	
NAME (last, first and middle initial) OWEN, James V. Jr.		SERV. NO. 603324		BILLET FOR Pilot Cookpi	
SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH PART VII OPNAV INST 3750.6B		05			

AIRCRAFT ACCIDENT REPORT

OPNAV REPORT 3750-1

1. CEILING UNLTD	2. VISIBILITY UNLTD	3. WIND DIRECTION AND VELOCITY NA	4. TEMPERATURE NA	OUTSIDE RUNWAY AIR NA	5. DEW POINT NA	6. ALTIMETER SETTINGS NA
7. OTHER WEATHER CONDITIONS (winds aloft, icing levels, state of sea, etc., if pertinent to accident) NA						

ITEM	P	S	ITEM	P	S	ITEM	P	S
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(b) (5)

PART II - MAINTENANCE MATERIAL AND FACILITIES DATA

DATE OF MANUFACTURE	SERVICE TOUR	MONTHS IN THIS TOUR	TOTAL NO. OF OVERHAULS	FLIGHT HRS. SINCE LAST OVERHAUL	FLIGHT HRS. SINCE ACCEPTANCE	TYPE CHECK LAST PERFORMED	FLIGHT HRS. SINCE LAST CHECK	NO. OF DAYS SINCE LAST CHECK
7/24/57	1	3	0	0	120.6	2 nd. Inter	1.8	1
	ENGINE MODEL	SERIAL NO. OF ENGINE						
8/24/56	J65-W16A	W611356	1	.9	.9	OVHL	.9	12

a. DID FIRE OCCUR: ☐ BEFORE ACCIDENT ☒ AFTER ACCIDENT ☐ DID NOT OCCUR b. DID EXPLOSION OCCUR IN FLIGHT? ☐ YES ☒ NO

c. CHECK IF APPLICABLE ☒ AMP FUR SERIAL 347 d. HAS DIR BEEN REQUESTED ☐ YES ☒ NO e. FAILED COMPONENTS INVOLVED

Main Landing Gear Tire
CHECK BELOW ITEMS PRESENT IN THIS ACCIDENT

a. ☒ AIRCRAFT DESIGN d. ☐ UNDETERMINED g. ☐ SURFACE FACILITIES
b. ☐ AIRCRAFT EQUIPMENT e. ☐ TECHNICAL INSTRUCTION h. ☐ HUMAN ENGINEERING (e.g. cockpit configurations)
c. ☐ MAINTENANCE f. ☐ OTHER, Specify 06

A. ALTITUDE AT MALFUNCTION 6000' MSL B. AIR SPEED (Kts) 350 C. OPERATING TEMPERATURE NA D. WEIGHT OF AIRCRAFT 17,150 lbs E. C. 4% MAC NA F. KIND OF FUEL JP-4 G. FUEL PRESSURE NA

H. EVIDENCE OF FUEL CONTAMINATION None I. CAUSE OF ENGINE FAILURE OR FLAMEOUT NA

J. FUEL CONTROL REGULATOR/CARBURETOR (List Stock and Ser. nos., give time since new or overhauled) NA K. EXTERNAL STORES ABOARD A/C 6 Mk. 76 Practice Bombs

(If additional space is necessary, attach additional sheet(s))

SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH PART VII
OPNAV INST. 3750.6B

PART II - MAINTENANCE, MATERIAL AND FACILITIES DATA (Cont'd)

SECTION B - FACILITIES DATA

1. IDENTIFY BASIC FACILITIES INVOLVED, DESCRIBE EFFECT ON ACCIDENT IN THE ANALYSIS SECTION

- a. ☐ CLEARANCE AUTHORITY
b. ☐ FLIGHT PLANNING INFORMATION SOURCE
c. ☐ LANDING AIDS (GCA, CCA, ILS, etc.)
d. ☐ TRAFFIC CONTROL TOWER (Field or Ship)
e. ☐ APPROACH AND ENROUTE AIDS TO NAVIGATION
f. ☐ RUNWAY WATCH
g. ☐ LANDING SIGNAL OFFICER
h. ☐ RUNWAY
i. ☐ WATER LANDING AREA
j. ☐ APPROACH ZONE
k. ☐ END ZONE
l. ☐ SHOULDERS
m. ☐ TAXIWAY
n. ☐ PARKING AREA
o. ☐ EMERGENCY ARRESTING GEAR (Runway)
p. ☐ AIRCRAFT SERVICING, HANDLING & DIRECTING (Field or Ship)
q. ☐ CRASH AND RESCUE
r. ☐ SEARCH AND RESCUE
s. ☐ CATAPULT
t. ☐ ARRESTING GEAR (Carrier)
u. ☐ BARRIER OR BARRICADE (Field or Ship)
v. ☐ FLIGHT DECK
w. ☐ OTHER, Specify _____

o. EQUIPMENT INVOLVED: ☐ CATAPULT ☐ ARRESTING GEAR
b. PRESSURE SETTINGS
c. WIND OVER DECK
d. RELATIVE HEADWIND
e. APPROACH SPEED (SPN-12 READING)
f. MARK NUMBER
g. MODEL NO.
h. LOCATION ON SHIP
i. LAUNCHING BRIDLE AND CONFIGURATION USED
j. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

K. THIS PORTION SHALL BE COMPLETED WHENEVER (1) A MAJOR AIRCRAFT ACCIDENT INVOLVES ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT, OR (2) AN AIRCRAFT ACCIDENT INVOLVES MALFUNCTIONING OF ARRESTING GEAR, BARRIER AND/OR BARRICADE EQUIPMENT. MINOR ACCIDENTS OR ROUTINE DAMAGE TO CABLES, WELDINGS AND OTHER EXPENDABLE COMPONENTS NEED NOT BE REPORTED.

ENGAGED	DECK RUNOUT (FT.)	RAM TRAVEL (IN.)	CONTROL VALVE SETTINGS		ACCUMULATOR PRESSURE (PSI)	COMMENTS (for cable failure specify number of landings and months in service)
			CONSTANT PRESSURE DOME (P.S.I.)	CONSTANT RUNOUT RATIO (WT. LBS.)		
DECK PENDANT						
DECK PENDANT						
BARRIER						
BARRIER						
BARRICADE						

PART III - REMARKS (continue on separate pages if necessary)

ALFA: NONE
BRAVO: \$940.00

SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH PART VII
OPNAV INST. 3750.6B

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PART IV - SIGNATURES (INDICATE DATE SUBMITTED TO C. O.) 1 Nov. 1957

(b) (6)

PART V THE ACCIDENT

At approximately 1555 on 22 October 1957, LTJG (b) (6) departed
NAAS FALLON in FJ-4B BUNO 141483 (side number NP-211) for a
scheduled loft bombing mission to target B-19. He was accompanied
by a wingman, LTJG (b) (6) in FJ-4B (side number NP-209).

(b) (5), (b) (6)



SPECIAL HANDLING REQUIRED
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08

(b) (6)

The aircraft commenced a left turn after ejection which progressed into a steep nose down spiral, completing one and three-fourths turns before impact on an alfalfa field 7 miles southwest of MAAS FALLON. The aircraft exploded on impact and there were no injuries to other personnel. LTJG (b) (6) was picked up by pilots from VA-153 in a private car and later transferred to the MAAS FALLON crash ambulance. The FALLON helicopter arrived over the scene approximately 25 minutes after the pilot ejected.

PART VI DAMAGE TO AIRCRAFT

As evidenced by marks on the ground and as observed by LTJG (b) (6) (see enclosure 4) the aircraft made initial contact with the surface in a near vertical bank and in an approximate 30° dive. Configuration of the aircraft was port and nose gear down, all gear doors down, starboard gear up, MK 76 bomb dispenser (bread board) with 6 MK 76 practice bombs on wing station number five (mid-starboard) and a MK 7 pylon and Aero 7A bomb rack on wing station number two (mid-Port). Air speed at impact was estimated at between 270 and 300 kts. After the first contact with the surface, the aircraft traveled 30 ft on a magnetic heading of 260° shedding parts of the port wing outer panel, at which point the aircraft exploded. The force of the explosion totally destroyed the aircraft. A crater approximately 20 feet deep and 40 feet in diameter was formed. Small pieces of wreckage and components were found 30° to each side of the heading of the aircraft beyond the point of impact. Part of the starboard outer wing panel was found 600 yards beyond the crater, which marked the limit of the scattered wreckage. The engine, tail pipe and aircraft tail section apparently buried themselves below the crater and were not recovered. A fire burned in the crater for 36 hours following the crash.

PART VII THE INVESTIGATION

During the course of the investigation the following facts were determined:

(1) LTJG (b) (6) has a total of 1090.4 hours pilot time, 135.3 hours of which are in jet fighters, and 57.5 hours in FJ-4B aircraft. He has had no previous accidents or flight violations.

(b) (5)

(2) LTJG (b) (6) was on an authorized flight and was cleared on a local VFR flight plan.

(3) On the initial take off of this flight the emergency one-shot nose gear extension handle had been left in the un-cocked position. This would prevent the nose gear from retracting. This handle was re-set to the cocked position prior to the second takeoff and there were no known mechanical discrepancies at this time.

(4) Both main landing gear tires were recovered from the wreckage. One of these tires showed positive evidence that it had blown out around the in-board bead of the tire prior to the crash (see enclosure 7 print B).

This tire was identified as the port main tire upon consideration of the following points.

(a) All other tires that suffered blow-outs in the week immediately preceding this accident and those subsequent, blew-out on the inboard side around the bead. There were a total of seven similar blow-outs since 11 Oct. 1957 including one subsequent to this accident.

(b) This tire was caked with mud and was located only 50 feet from the crater. The other tire was clean and located approximately 200 yards from the crater. Since the port gear was down, it follows that this gear contacted the ground prior to explosion and thereby picked up the mud while the other tire was retracted and probably was carried to its final resting place by the explosion.

(c) Following point (a) above, the feather-edging of the tread of the tire in question matched the markings of port tires installed on other squadron aircraft. This feather-edging of the tread is characteristic on all tires after use and occurs because of the tendency of the rubber to be pulled back during braking. The resultant marking of the tread is always a slight roughness which points in a direction opposite to rotation.

(b) (5)

(6) In the ten days preceding this accident, this squadron suffered five other cases of blown tires after the aircraft had been landed. In two cases the tires exploded on the line 5 to 10 minutes after landing and in the other cases, the tires exploded during taxi-in or taxi-out to takeoff. On the day following the accident all tires were removed from all squadron aircraft and inspected. Eleven out of 18 tires were rejected due to obvious signs of deterioration due to over-heating. In every case the tires were of the same manufacturer and lot number.

(7) The type of operations being conducted at the time have a bearing on the accident, particularly the following: Field elevation 4000 feet, taxi distance back to the line after landing of approximately 2 miles, runway temperatures of 70-80° F., take off without shutting down, with about 15 to 20 minutes on the deck between landing and takeoff. External loading of the aircraft during these operations were 6 MK 76 practice bombs and a MK 76 bomb dispenser. There was no asymmetrical loading.

(b) (5)

(11) According to maintenance records this aircraft completed a second intermediate inspection on the morning of the day the accident occurred. During this inspection the engine was changed and the brakes, wheels and tires were replaced. Following the inspection the aircraft was flown on a test flight of 0.9 hours duration. A high RPM and low EGT discrepancy was reported after this flight which was corrected prior to the next flight.

PART VIII THE ANALYSIS

(b) (5)



SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH PART VII
OPNAV INST. 3750.6B

(b) (5)




PART IX. CONCLUSIONS AND RECOMMENDATIONS

(b) (5)



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IN ACCORDANCE WITH PART VII
OPNAV INST. 3750.6B

(b) (5), (b) (6)



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IN ACCORDANCE WITH PART VII
OPNAV INST. 3750.6B

AIRCRAFT ACCIDENT REPORT
NAAS FALLON, NEVADA

BUREAU NO. 141483 TYPE FJ-4B PILOT'S NAME (b) (6) LT.

UNIT ATTACHED VA-212 TIME 1639 PST DATE 22 OCT. 1957

REMARKS:

1639 PST NP211 (FJ-4B, VA-212) ADVISED THE TOWER THAT HE HAD LOST HYDRAULIC
PRESSURE AND WAS LOSING OIL PRESSURE AND REQUESTED EMERGENCY EQUIPMENT STANDING
BY. 1640 CRASH PHONE SOUNDED, ALL STATIONS ACKNOWLEDGED. 1641 RED LIGHT ON.
FIELD CLOSED. 1643 CRASH EQUIPMENT ON STATION. 1648 NP207 ADVISED TOWER THAT
THE PILOT OF NP211 HAD EJECTED AND THE PARACHUTE HAD OPENED. NP207 INFORMED
TOWER THAT HE WOULD FLY CAP. 1649 TOWER OBSERVED AN EXPLOSION TO THE WEST SOUTH
WEST OF THE STATION. 1651 NP207 REPORTED PLANE (NP211) CRASH SCENE APPROXIMATELY
8 to 10 MILES ON A BEARING OF 250 DEGREES FROM STATION. 1652 RED LIGHT OFF AND
FIELD REOPENED. 1654 CRASH EQUIPMENT DEPARTED STATION FOR CRASH SCENE. 1656 NP
207 NOTIFIED TOWER PILOT HAD LANDED AND SIGNED HE WAS O. K. 1704 HELO DEPARTED
STATION FOR CRASH SCENE. 1708 ALL CRASH VEHICLES NOTIFIED THAT PILOT WAS O. K.
1716 HELO RETURNED AND LANDED.

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SPECIAL HANDLING REQUIRED
IN ACCORDANCE WITH PART VII
OPNAV INST. 3750.6B

(b) (6)
DUTY TOWER OPERATOR
(b) (6)
TOWER SUPERVISOR



